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Reserve

UNITED STATES DEPARTMENT OF AGRICULTURE  
FARM SECURITY ADMINISTRATION

SAFETY DIGEST

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U.S. Department of Agriculture

May you and yours enjoy a  
Merry Christmas and a Happy New Year

PERSONNEL DIVISION

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SELF PRESERVATION

SINCE THE BEGINNING OF MAN'S STRUGGLE TO MAINTAIN HIS PLACE IN THE PATTERN OF THIS EARTHLY EXISTENCE, HIS SUCCESS HAS BEEN THE ATTAINMENT OF HIS DESIRES OR INTENTIONS. WHEN HIS NEEDS AND WANTS WERE IDENTICAL AND FEW, HIS CHIEF CONCERN WAS TO SECURE NOURISHMENT. HIS OTHER CONCERN WAS TO SECURE HIS HIDE, AND HE LEARNED YOUNG THAT IF MISFORTUNE BEFELL HIS PHYSICAL BEING, HIS ABILITY TO PROVIDE HIMSELF WITH NECESSARY SUSTENANCE MADE A VERY SERIOUS SITUATION. HIS EVERY SENSE AND INSTINCT WAS DEVELOPED TO A FINE POINT OF DEFENSIVE TENSION, FOR THOUGH HE NEVER HEARD OF SAFETY, HE KNEW IT WAS IMPORTANT.

THROUGH THE AGES, DEVELOPING MENTALITY HAS FOUND WAYS AND MEANS TO SIMPLIFY PROBLEMS. THE RESULT IS THAT MAN BECAME AWARE OF A CONDITION OF COMFORT, AND HIS ACTIONS BECAME INFLUENCED BY A MATTER OF CONVENIENCE. HIS SENSES AND INSTINCTS, BEING CALLED UPON LESS

FREQUENTLY, BECAME LESS ACUTE UNTIL TODAY WE FIND SPECIMENS OF THE RACE WITH NO SENSE AT ALL.

CIVILIZATION, THE OUTCOME OF THAT MENTAL GROWTH, HAS CREATED GREAT CHANGES IN SURROUNDINGS AND CIRCUMSTANCES. THOUGH ACTUAL NEEDS STILL REMAIN FEW, WANTS, DUE TO INTEREST IN COMFORT AND CONVENIENCE, HAVE BECOME MULTIPLE. THEY HAVE SPAWNED BUSINESS AND INDUSTRY—WITH CITIES, SYSTEM, SOCIETY, AND A FALSE SENSE OF SECURITY. THE MANY CHANNELS THROUGH WHICH SUSTENANCE IS NOW SECURED SEEM SO WELL ESTABLISHED AND PROTECTED THAT ALL EFFORTS ARE OFTEN APPLIED TO ONE CONCERN WITH NO THOUGHT OF THE OTHER.

THEREIN LIES A MISTAKE. TODAY, AS OF YESTERDAY AND DAYS BEFORE YESTERDAY, WHETHER THE CONDITIONS BE NATURAL OR MAN-MADE, THERE IS ALWAYS AN ELEMENT OF DANGER. THERE IS NO SITUATION WITHOUT IT. AN EX-

TREME ACT OF FOOLISHNESS MAY BE NECESSARY TO UNLEASH IT, OR AN UNHEARD-OF PHENOMENON COULD OCCUR. BUT, REGARDLESS OF CAUSE, WHEN DISASTER DOES DESCEND, IT IS USUALLY THE ONE WHO IS ALERT AND PREPARED THAT COMES OUT BEST. THE ONE WHO IS DORMANT BECOMES MORE SO.

MAN'S CHIEF CONCERN IS STILL TO SECURE NOURISHMENT. LET HIM BE WARNED BY HIS ANCESTORS AND PAY MORE ATTENTION TO THE SECURITY OF HIS HIDE THAT HE MAY REMAIN IN A HAPPY, HEALTHY CONDITION TO CARRY ON HIS PURSUIT OF THINGS THAT MAKE LIFE WORTH LIVING.

(NATIONAL SAFETY NEWS)

WHAT SAFETY MEANS

SAFETY IS A VERY COMPREHENSIVE THING. IT MEANS A FULL PAY CHECK. IT MEANS LIVING FREE FROM WORRY OR LOST TIME. IT MEANS NO SUFFERING, EITHER BY A WORKER HIMSELF OR BY HIS FAMILY, FOR WANT OF NECESSITIES. IT MEANS A SOUND BODY, A WHOLE

BODY, A CLEAR MIND.

SAFETY MEANS SATISFACTION. A SAFE WORKER IS SATISFIED WITH HIS JOB. HE KNOWS HOW TO DO IT, AND WITHOUT INJURY. IT THEREFORE MEANS KNOWLEDGE.

SAFETY MEANS A DEVELOPED REGARD FOR OTHERS. A SAFE WORKER IS NOT ONLY CONCERNED WITH HIS OWN SAFETY, HE IS CONCERNED ABOUT THE SAFETY OF HIS FELLOW WORKMEN, HIS FAMILY. IN FACT, HE IS CONCERNED ABOUT THE SAFETY OF EVERY INDIVIDUAL. THIS REGARD GROWS UNTIL SAFETY IS NOT A MAN'S ONLY CONCERN ABOUT HIS FELLOW MEN.

SAFETY MEANS PRIDE IN ONE'S WORK, A DESIRE TO DO THE JOB THE BEST IT CAN BE DONE. A SAFE WORKER NEVER HAS THE "IT'S GOOD ENOUGH" ATTITUDE.

(U.S.E.D. SAFETY BULLETIN)

#### DEAL YOUR OWN GAME

EVERY TIME A MAN WALKS INTO THE JOB TO BEGIN WORK HE PEALS HIMSELF INTO A GAME OF PUT-AND-TAKE WITH SAFETY, AND HE CAN FIX THE GAME TO SUIT HIMSELF.

HE CAN PUT IN A GOOD DAY'S WORK WITH ATTENTION TO SAFETY AND EFFICIENCY EVERY MINUTE, AND, IN ADDITION TO HIS DAY'S PAY, HE CAN TAKE OUT A FULL DAY OF SAFETY AND THE SATISFACTION OF DOING A JOB WELL.

ON THE OTHER HAND HE CAN PUT IN A DAY OF MORE OR LESS SHIFTLESS WORK WITH QUITE A FEW ODD MOMENTS DAYDREAMING ABOUT NEXT MONTH'S HUNTING, NEXT SUMMER'S FISHING, OR LAST NIGHT'S BOWLING, AND HE'LL HAVE TO TAKE HIS CHANCES ON WHETHER HE FIN-

ISHES THE DAY WITH A WHOLE SKIN.

SAFETY IS NO DIFFERENT FROM ANY OTHER ENDEAVOR A MAN MAY UNDERTAKE—WE'LL GET OUT OF IT JUST WHAT HE PUTS INTO IT.

(FORT PECK SAFETY NEWS)

#### WINTERIZE

WINTERIZE YOUR DRIVING HABITS AS WELL AS YOUR VEHICLE FOR THE MONTHS AHEAD.

HAVE YOU PREPARED YOUR VEHICLE FOR WINTER DRIVING? HAVE YOU MADE PREPARATIONS FOR KEEPING THE WINDSHIELD CLEAR OF ICE AND FROST? HAVE YOU CHANGED TO WINTER OIL AND GREASE? HAVE YOU REPAIRED THE TIRE CHAINS? IN OTHER WORDS, HAVE YOU WINTERIZED YOUR VEHICLE? IF YOU HAVE, THAT'S FINE AS FAR AS YOU'VE GONE.

IT'S ALSO A GOOD IDEA TO CHECK ON YOURSELF TO MAKE SURE YOU ARE "WINTERIZED" TOO. WINTER DRIVING REQUIRES MORE CARE, LESS SPEED, AND LOTS OF GOOD COMMON SENSE. INTERSECTIONS, STOP SIGNS, AND TRAFFIC SIGNALS SHOULD BE APPROACHED WITH CAUTION. SPECIAL CARE SHOULD BE TAKEN DURING THE FIRST FEW DAYS OF SNOW AND ICE TO GET THE "FEEL" OF THE NEW DRIVING CONDITIONS.

IF YOU HAVEN'T ALREADY DONE SO, "WINTERIZE" YOUR DRIVING HABITS. GIVE THEM A "WINTERIZE" TREATMENT NOW.

(FLEET FLASHES)

#### DON'T DO IT!

THE NATIONAL SAFETY COUNCIL SUGGESTED THE BEST SAFE RULE

FOR HOARDING GASOLINE—DON'T DO IT!

"HOARDING OF GASOLINE NOT ONLY IS UNPatriotic, BUT EXTREMELY DANGEROUS," THE COUNCIL SAID.

"THE MOTORIST WHO TRIES TO BEAT RATIONING BY LAYING IN A SUPPLY OF GAS LITERALLY IS STORING UP TROUBLE FOR HIMSELF.

"WHILE THE STORING AND HANDLING OF GASOLINE CAN BE PERFECTLY SAFE WHEN DONE BY EXPERTS, THE AVERAGE PERSON WOULD BE JUST AS SAFE WITH A SUPPLY OF TNT IN HIS HOME.

"NO MATTER HOW CAREFUL THE AVERAGE PERSON MAY BE IN STORING GASOLINE, THERE IS A DEFINITE DANGER THAT ITS VAPOR WILL ESCAPE. THIS VAPOR IS HIGHLY FLAMMABLE AND EXPLOSIVE, AND A CHANCE SPARK OR FLAME MAY SET OFF AN EXPLOSION THAT CAN WRECK A HOUSE AND CAUSE DEATH OR INJURY.

"FURTHERMORE, NO MATTER WHERE YOU LIVE, THE CHANCES ARE THAT YOUR FIRE INSURANCE IS AUTOMATICALLY VOID IF YOU HAVE MORE THAN A VERY SMALL QUANTITY OF GASOLINE ON HAND—AND EVEN THAT MUST BE STORED IN AN APPROVED SAFETY CONTAINER.

"YOU MAY GET AN EXTRA RIDE BY HOARDING GAS, BUT THE CHANCES ARE IT WILL BE TO THE HOSPITAL!"

("SAFE WORKER")

#### TIRE BAN SAVES TWO IMPORTANT RESOURCES

ALTHOUGH THE GOVERNMENT BAN ON TIRES WILL WORK A HARSHIP ON MANY MOTORISTS, IT MAY PROVE TO BE THE REMEDY NEEDED TO DE-

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\* DON'T BE HEEDLESS \*  
\* ACCIDENTS ARE NEEDLESS \*  
\* \* \* \* \* \* \* \* \* \* \* \* \* \* \*

CREASE TRAFFIC FATALITIES AND TRAFFIC ACCIDENTS.

IT WILL NOT BE EASY TO GIVE UP THE USE OF ONE'S CAR, WHICH MANY PEOPLE WILL HAVE TO DO. HOWEVER, THIS WILL PUT FEWER CARS ON THE HIGHWAYS AND STREETS, AND WILL LESSEN THE CHANCES FOR ACCIDENTS. BUT, WE BELIEVE THE BIG SAVING OF LIFE WILL COME FROM SLOWER DRIVING. MOTORISTS, WHO DROVE AT EXCESSIVE SPEEDS WITH NO THOUGHT OF THE LIVES THEY ENDANGERED, WILL SLOW DOWN TO SAVE TIRES, AND WHETHER THEY KNOW IT OR NOT, THEY WILL ALSO SAVE MANY LIVES BY DOING SO.

IT IS REGRETTABLE THAT IT TOOK WAR TO SLOW THE NATION'S DRIVERS DOWN, BUT PERHAPS THE LIVES SAVED BY THE NECESSITY OF SLOWER DRIVING WILL GO A LONG WAY IN BRINGING THE WAR TO A SUCCESSFUL FINISH. LET US ACCEPT THE RESPONSIBILITY OF WINNING THIS WAR BY CONSERVING THE NATION'S RESOURCES. SAFE AND SANE DRIVING CAN HELP CONSERVE TWO OF OUR MOST IMPORTANT RESOURCES— RUBBER AND MANPOWER.

(SAFETY SUN)

#### CAUSE UNKNOWN—REMEDY CERTAIN

TOO MANY HOMEMAKERS THINK THAT SPONTANEOUS IGNITION IS A MYSTERIOUS PHENOMENON CONFINED TO DAMP HAY ON THE FARM. THE FACT IS THAT ANY ANIMAL OR VEGETABLE OIL ON ANY COMBUSTIBLE MATERIAL MAY IGNITE SPONTANEOUSLY IF LEFT UNMOLESTED IN THE PROPER ATMOSPHERE. THIS MEANS SIMPLY, JUST THE PROPER AMOUNT OF AIR AND JUST THE PROPER HUMIDITY. SPONTANEOUS FIRES HAVE BEEN KNOWN TO START FROM

A ROLL OF BURLAP TAKEN OFF A ROSE BUSH (FERTILIZER ON THE FABRIC); BY A STACK OF OLD NEWSPAPERS IN A BASEMENT (CARBON IN THE INK); BY AN OLD SILK DRESS IN A CLOTHES HAMPER (THE BLACK DYE IN THIS INSTANCE); BY DISCARDED MATTRESS-ES (COTTON SEED-OIL SPOTS, WHICH SOAKED THROUGH TO THE STUFFING).

NOBODY WILL EVER KNOW HOW MANY HOMES ARE BURNED BY SPONTANEOUS IGNITION BECAUSE SUCH OUTBREAKS ARE INVARIABLY NUMBERED AMONG THE "CAUSE UNKNOWN" GROUP. BUT WE DO KNOW THAT EVERY CITY WHICH HAS A RIGOROUS HOME INSPECTION AND CLEAN-UP CAMPAIGN DURING FIRE PREVENTION WEEK EXPERIENCES AN IMMEDIATE DROP OF 50% OR MORE IN RESIDENTIAL BLAZES. RUBBISH AND TRASH ACCUMULATIONS, OBVIOUSLY, ARE PRIME NESTS FOR FIRES.

(NATIONAL BOARD OF FIRE INSURANCE)

#### SKIDDING FACTS

HERE ARE A FEW THINGS TO GET STRAIGHT WITH RESPECT TO SKIDDING ON SNOW AND ICE.

1. SO-CALLED NON-SKID TIRES CANNOT BE RELIED UPON FOR ANTI-SKID PROTECTION ON ICY AND SNOWY SURFACES.
2. LOWERING THE TIRE PRESSURE IN AN ATTEMPT TO GET MORE TRACTION PROVIDES NO INSURANCE AGAINST SKIDDING. THE PRACTICE DECREASES STOPPING DISTANCES VERY LITTLE. IT INCREASES THE TENDENCY TO SKID AND OF COURSE CONTINUOUS OPERATION AT LOWER PRESSURES INCREASES TIRE WEAR.
3. TIRE CHAINS ARE THE MOST

EFFECTIVE SELF-HELP FOR THE MOTORIST AGAINST SKIDDING, AND SHOULD BE USED ON ICE AND, IN MOST INSTANCES, ON SNOW.

HOWEVER, CHAINS WILL NOT PREVENT SKIDDING AT HIGH SPEED. IN FACT, ON SNOWY OR ICY ROAD SURFACES, AND WITH CHAINS ON YOUR TIRES, YOUR SPEED SHOULD BE SLOWER THAN UNDER NORMAL WEATHER AND ROAD CONDITIONS ON THE SAME STRETCH OF ROAD.

SPEEDS ON ICE SHOULD NOT EXCEED 15-20 M.P.H. EVEN WITH CHAINS.

(THE SAFE DRIVER)

#### AN ACCIDENT IS ONLY A SYMPTOM

AN ACCIDENT, LIKE A TOOTHACHE, HEADACHE, OR STOMACHACHE, IS A SYMPTOM OF SOMETHING WRONG. WHEN WE GO TO A DOCTOR WITH AN ACHE, HE USES THE ACHE FOR WHAT IT IS AND SEEKS OUT THE UNDERLYING DIFFICULTY. AN ACCIDENT, TOO, SHOWS THERE IS SOMETHING FUNDAMENTALLY WRONG. A STUDY OF THE ACCIDENT AS A SYMPTOM WILL LEAD US TO THE UNDERLYING DIFFICULTY AND THIS IN TURN TO THE PROPER TREATMENT. IF THAT DIFFICULTY WAS FAILURE OF A GEAR WE KNOW THAT FREQUENT INSPECTION AND REPAIR IS THE ONLY WAY TO CURE THE CONDITION AND PREVENT ANOTHER ACCIDENT. IF HAZARDOUS CONDITIONS EXIST, THEY MUST BE CORRECTED.

A SUPERVISOR IN MAKING AN ACCIDENT INVESTIGATION IS IN THE SAME POSITION AS A DOCTOR DIAGNOSING A DISEASE. THE ACCIDENT REPORT CAN BE A REAL HELP IN THIS DIAGNOSIS, IF IT IS CONSIDERED AS A CHECK LIST

TO GUARD AGAINST OVERLOOKING IMPORTANT POINTS IN THE INVESTIGATION. A COMPLETE REPORT ENABLES THE SUPERVISOR TO HAVE ALL THE FACTS, AND TO DISCOVER THE UNDERLYING CONDITION AND DETERMINE THE NECESSARY TREATMENT.

IF, ON THE OTHER HAND, AN ACCIDENT REPORT IS THOUGHT OF ONLY AS A NECESSARY EVIL, AND HAS NO MORE INFORMATION THAN, "LEFT HAND STUCK BY BARBED WIRE," IT HAS BEEN AN ABSOLUTE WASTE OF TIME TO THE MAN WHO MADE IT OUT, AND TO ANYONE ELSE WHO MAY READ IT. THE SYMPTOM HAS BEEN TREATED WITH THE PAIN-KILLER OF DISREGARD, THE UNDERLYING CAUSE REMAINS UNDISCOVERED AND UNTREATED, AND THE OPPORTUNITY OF PREVENTING ANOTHER OUTBREAK, POSSIBLY AN EYE GOUGED OUT THE NEXT TIME — HAS BEEN OVERLOOKED BY THE INVESTIGATOR.

ACCIDENTS ARE ONLY SYMPTOMS. YOU ARE THE DOCTOR. BE A GOOD ONE AND TREAT DISEASES — NOT SYMPTOMS.

(MARINE SAFETY)

#### CARBON MONOXIDE

"WHEN THE FROST IS ON THE PUMPKIN" IS THE TIME FOR DRIVERS TO BE ESPECIALLY CAREFUL. COLDER WEATHER USUALLY MEANS CLOSED CAR WINDOWS, WHICH, IN TURN, PRESENT THE DANGER OF CARBON MONOXIDE (CO) GASSING — TO INSURE SAFETY THE FOLLOWING ITEMS SHOULD BE REPAIRED OR REPLACED:

LEAKY MANIFOLD GASKETS, CRACKED MANIFOLDS OR LEAKY MANIFOLD CONNECTIONS; SPLIT FOREPIPES; — LEAKY MUFFLER CONNEC-

TIONS, SPLIT OR BROKEN EXHAUST MUFFLERS; LEAKY TAIPPIES OR CONNECTIONS AND FLATTENED OR PLUGGED PIPE ENDS.

KEEP WINDOWS SLIGHTLY OPEN FOR VENTILATION, AND NEVER RUN CAR MOTOR WITH GARAGE DOORS CLOSED.

A HEADACHE MAY INDICATE THE PRESENCE OF CO GAS. SOON THE VICTIM GETS NERVOUS, DEPRESSED, DIZZY. HE MAY FEEL SICK AND VOMIT. FINALLY, HE PASSES OUT. ARTIFICIAL RESPIRATION, PROPERLY APPLIED, WILL REVIVE HIM UNLESS ASPHYXIATION HAS BEEN TOO LONG OR SEVERE.

(OLD MAN RIVER)

#### DON'T FORGET TO—

1. BE SURE THAT YOU TAKE SAFETY SERIOUSLY YOURSELF.
2. SHOW TO OTHERS THAT YOU ARE TAKING THE PROBLEM SERIOUSLY.
3. ASK FOR SUGGESTIONS AS TO HOW ACCIDENTS MAY BE PREVENTED.
4. AS THE OPPORTUNITY OFFERS, SHOW OTHERS WHAT ACCIDENTS ACTUALLY COST THEM, DIRECTLY OR INDIRECTLY.
5. SEE THAT SAFEGUARDS ARE PROVIDED, AND THAT, ONCE PROVIDED, ARE USED.
6. FIND OUT THE SAFE WAY OF DOING EACH JOB, AND INSIST ON THE JOB BEING DONE ON THAT BASIS.
7. SUPERVISE THE INDIFFERENT MAN CLOSELY WHILE HE IS AT WORK, AND "TALK TURKEY" TO HIM ABOUT EVERY ACCIDENT.

(THE CAUSEWAY)

#### A SINGLE ACCIDENT

A SINGLE ACCIDENT, IT IS SAID, CONTRIBUTED TO NAPOLEON'S FALL.

AN ORDERLY, BEARING ORDERS, WAS RUSHING TO THE FRONT WHEN HE MET WITH AN ACCIDENT THAT DELAYED HIM. THIS DELAY WAS SERIOUS AND ADDED TO THE CHAIN OF CIRCUMSTANCES THAT BROUGHT ABOUT NAPOLEON'S DEFEAT.

TODAY'S WAR HAS ONLY A SMALL PART OF ITS ARMY IN THE FIELD. IT HAS BEEN ESTIMATED THAT IT TAKES FROM TEN TO TWENTY MEN AND WOMEN IN THE ARMY OF WORKERS TO SUPPLY ONE SOLDIER WITH ALL THE NECESSARY EQUIPMENT. SINCE IT TAKES, WE WILL SAY, FOURTEEN WORKERS AT THE BENCHES, LATHES, FURNACES, AND ELSEWHERE, TO KEEP ONE SOLDIER GOING SAFELY, THEN A SINGLE ACCIDENT THAT LAYS UP A MAN OR WOMAN FOR TWO WEEKS CAN DELAY THE MAN IN THE FIELD A WHOLE DAY, LONG ENOUGH TO CAUSE DISASTER.

(THE ANCHOR)

#### MOTOR-MANNERS

RALPH WALDO EMERSON WROTE: "LIFE IS NOT SO SHORT BUT THAT THERE IS ALWAYS TIME FOR COURTESY." THERE IS MORE NEED FOR THIS SAGE PHILOSOPHY NOW, THAN WHEN HE WROTE IT BEFORE THE MOTOR CAR WAS INVENTED. THE AUTOMOBILE HAS MADE MANY OF US INTO SELFISH BOORS. IF DRIVERS BEHAVED AS CONSIDERATELY WHEN BEHIND THE WHEEL AS THEY DO IN THE DRAWING ROOM, THE DEATH RATE WOULD SOON BE SLICED TO A FRACTION OF ITS PRESENT PROPORTIONS. LET'S HAVE MORE COURTESY, BETTER MANNERS, MORE SPORTSMANSHIP ON THE ROAD.

("TRAVELERS STANDARD")

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\* BE CAREFUL TODAY AND YOU'LL BE \*  
\* CONSCIOUS TOMORROW \*  
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